



Federal Aviation  
Administration

## FAA International Strategies 2010 to 2014 International Civil Aviation Organization

The FAA serves as the U.S. Government's advocate with ICAO, a United Nations specialized agency created to achieve safe, secure and sustainable development of civil aviation throughout the world. In that role, the FAA provides significant resources to support ICAO and its goal to establish a global aviation system through cooperation, partnership, and harmonization of requirements. Specifically, the FAA maintains membership on the Air Navigation Commission, multiple panels and working groups, and strives to ensure that the U.S. is represented equitably in terms of geographic representation on ICAO staff. Through an ICAO Fellowship program established in 2004, the FAA provides subject matter experts to a multitude of ICAO bureaus and regional offices. In addition, the FAA technical experts support key ICAO areas such as flight procedures, Performance Based Navigation (PBN) Required Navigational Performance (RNP), and the Universal Safety Oversight Audit Program (USOAP)/Continuous Monitoring Program.

In 2007, the U.S. was audited under the USOAP and received a high score. As a result of this comprehensive audit, the FAA is now enhancing general administrative procedures, updating guidance material, and harmonizing U.S. regulations with ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS). Developing a more efficient process to create and update SARPs remains the overarching goal of the FAA, as this is deemed critical to harmonizing future air transportation systems.

The ICAO General Assembly is the primary venue that the U.S. Government uses to advance U.S. aviation priorities. Last held in September 2007, the Assembly resolved to form the Group on International Aviation Climate Change (GIACC). As a member of this group, the FAA leads the U.S. participation on GIACC, charged with developing a global framework to address aviation's carbon emissions, which contribute to climate change. At the 2010 Assembly, environmental matters will be an important topic, along with future air transportation systems interoperability and the evolution of USOAP to a continuous monitoring system.

# **S t r a t e g i c   I n i t i a t i v e s**

This document establishes priorities, identifies opportunities to expand successful programs, and underscores the need to seek innovative solutions with our international partners, starting with the following five-year strategic initiatives:

- 1. Promote harmonization and compliance with aviation legislation, regulatory requirements, policies, and procedures.**
- 2. Create and support partnerships to leverage opportunities to develop safety, capacity, and efficiency initiatives.**
- 3. Promote U.S. best practices in safety to enhance consistency and seamless operational practices worldwide.**
- 4. Promote civil/military cooperation to ensure safe, secure, and efficient use of airspace.**
- 5. Improve global interoperability and advance future technologies and procedures.**
- 6. Increase awareness of methods to minimize aviation's impact on the environment.**
- 7. Share FAA best practices to mentor and influence aviation leaders and enhance foreign aviation expertise.**
- 8. Promote U.S. commercial space transportation regulations.**

**1. Promote harmonization and compliance with aviation legislation, regulatory requirements, policies, and procedures.**

As the number of international passengers and aviation activities increases across the globe, it is imperative for the U.S. to collaborate with international partners. The FAA works with aviation organizations to implement ICAO SARPs. The FAA is also building relationships with industry and government partners to align global safety activities and increase data sharing. In addition, the FAA promotes compliance with international safety standards through technical assistance, training, and sharing best practices.

- **Objective:** Develop U.S. methodologies to influence the development and enhancement of ICAO safety standards and initiatives.
  - Support the evolution of the USOAP to a continuous monitoring system.

**10I2G3 - Strategic Activity: High-Level Safety Conference**

**Owner:** MICHELLE WESTOVER, API-10 (202-385-8872)

Coordinate USG-wide activities in preparation for the ICAO High-Level Safety Conference in March 2010.

**Target 1:** Develop timeline for conference preparations and establish U.S. working group. Due October 31, 2009

**Target 2:** Identify topics for U.S. working and information papers. Due January 30, 2010

**Target 3:** Submit U.S. papers to ICAO. Due February 28, 2010

**Target 4:** Identify U.S. delegation. Due February 28, 2010

- Collaborate with ICAO on the development of a new ICAO Annex on safety management and State safety programs

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- Promote and support regional implementation of ICAO flight safety oversight and to encourage government-industry collaboration to implement SMS which help identify and manage risk.

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**Target 4:** Identify U.S. delegation. Due February 28, 2010

- Prepare coordinated strategic U.S. Government positions and papers on aviation safety for the ICAO Directors General Safety Conference and the 37<sup>th</sup> and 38<sup>th</sup> ICAO Assemblies.

### 10I2G2 - Strategic Activity: ICAO Assembly

Owner: MICHELLE WESTOVER, API-10 (202-385-8872)

Coordinate USG-wide activities in preparation for the 37th ICAO Assembly in September 2010.

**Target 1:** Develop timeline for Assembly preparations and establish U.S. working group. Due December 31, 2009

**Target 2:** Identify topics for U.S. working and information papers. Due February 28, 2010

**Target 3:** Submit U.S. papers to ICAO. Due June 30, 2010

**Target 4:** Identify U.S. delegation. Due July 15, 2010

## **2. Create and support partnerships to leverage opportunities to develop safety, capacity, and efficiency initiatives.**

Improving and maintaining safety performance in an increasingly complex global aviation system requires a proactive and innovative approach to improving interoperability, operational efficiency, and advancing future capabilities. The FAA leverages private and government expertise and resources, as well as global assistance programs to assist CAAs to improve safety and implement efficiency enhancing technology and procedures.

- **Objective:** Establish government and industry working group to harmonize the next generation of air navigation systems and safety procedures.

- Identify solutions for accelerated ICAO endorsement of external standards developed by recognized standards-making organizations such as RTCA, Inc. and European Organization for Civil Aviation Equipment (EUROCAE).

**10I2E1 - Strategic Activity: Improve Priority ICAO SARPs**

**Owner: CHRISTOPHER LORING, API-10 (202-385-8870)**

Coordinate FAA-wide efforts at improving priority ICAO SARPs. Identify legal and procedural changes to achieve ICAO endorsement of external standards development work from qualified organizations.

**Target 1:** Implement action plan to execute our Priority SARPs Work Plan. Due September 30, 2010

**Target 2:** Support ICAO's efforts towards harmonizing future air transportation systems. Consider preparing a working paper for the 37th ICAO Assembly on this effort. Due September 30, 2010

**Target 3:** Provide API-1 with a mid-year report on progress. Due April 30, 2010

- Facilitate ICAO and Civil Air Navigation Services Organization (CANSO) efforts to work together to accelerate harmonization of future ATM modernization systems. **(THIS IS AN ATO ACTIVITY)**

**10I23F4 - Strategic Activity: CANSO**

**Owner: KEVIN CHAMNESS, AJG-4, 202-385-8964**

Manage ATO participation in the Civil Air Navigation Services Organization (CANSO), including but not limited to the Chief Executive Officers conferences, the Executive Committee meetings, and select working groups.

**Target 1:** Identify strategic ATO support activities for FY2010. Due December 30, 2009

**Target 2:** Manage ATO support of and participation in CANSO Working Groups, senior level meetings, and regional projects. Due September 30, 2010

**3. Promote U.S. best practices in the provision of air traffic services and safety to enhance consistency and seamless operational practices worldwide.**

The FAA promotes seamless operations in cooperation with international aviation partners to meet the challenge of safely expanding global aviation capacity. We work through regional organizations and working groups to influence regional safety and efficiency initiatives and to advance FAA priorities through coordinated U.S. strategies. We work with ICAO to establish a priority list of SARPs in support of NextGen operations and to streamline ICAO processes.

- **Objective:** Develop priority SARPs to enhance global harmonization and interoperability of U.S. preferred technologies and systems.
- Coordinate with U.S. Government agencies and industry to identify and implement priority SARPs to promote preferred technologies and systems.

**10I2E1 - Strategic Activity: Improve Priority ICAO SARPs**

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**Target 3:** Provide API-1 with a mid-year report on progress. Due April 30, 2010

- Focus resources at ICAO on developing essential SARPs to support NextGen implementation and other critical programs.

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**Target 3:** Provide API-1 with a mid-year report on progress. Due April 30, 2010

- **Objective:** Coordinate U.S. Government support for ICAO global and regional safety initiatives such as the Global Aviation Safety Plan (GASP), and COSCAPs to align government and industry approaches to improving international aviation safety.
- Develop coordinated U.S. strategies for advancement of U.S. priorities and participation in the Industry Safety Strategy Group and with Regional Aviation Safety Roadmap groups (Africa, Middle East, Pan America).

10I2G1 - Strategic Activity: Global Strategy for Aviation Safety  
Owner: MICHELLE WESTOVER, API-10 (202-385-8872)

Coordinate FAA-wide efforts to support the ICAO global safety initiatives and programs.

**Target 1:** Provide management oversight of FAA's policies of and participation in regional safety forums and support to the U.S. Mission on the continuous monitoring approach and State Safety Programs). Due September 30, 2010

**Target 2:** Monitor ICAO regional safety initiatives. Analyze the relationship between COSCAP, Regional Aviation Safety Teams, and Regional Safety Oversight Organizations. Due September 30, 2010

**Target 3:** Provide a mid-year update to API-1 on FAA's activities in support of global safety initiatives. Due April 15, 2010

- Identify activities in conjunction with the ICAO regional offices to prepare for the Triennial Assembly.

10I2G1 - Strategic Activity: Global Strategy for Aviation Safety  
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**Target 1:** Provide management oversight of FAA's policies of and participation in regional safety forums and support to the U.S. Mission on the continuous monitoring approach and State Safety Programs). Due September 30, 2010

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#### **4. Promote civil/military cooperation to ensure safe, secure, and efficient use of airspace.**

When countries transition from military to civil airspace control as a means to increase efficiency, safety oversight and air navigation operations become primary issues. Areas of focus include technical assistance and training in military to civilian transition.

- **Objective:** Evaluate new and ongoing civil/military coordination initiatives and activities that have the ability to facilitate greater airspace efficiency and security and to reduce aviation's environmental footprint.
- Prepare coordinated U.S. positions and papers for the ICAO Civil/Military Conference to promote U.S. strategic interests.

10I.12A13-31 - Core Sub-Activity: ICAO Civil/Military Forum  
Owner: FLORENCE HAMN, API-10 (202-385-8960)

Coordinate FAA activities in preparation for the ICAO High-Level Meeting on International Aviation and Climate Change in October 2009.

**Target 1:** Coordinate briefing materials for the ICAO High-Level Meeting on International Aviation and Climate Change. Due October 31, 2009

**Target 2:** Hold delegation meeting with the FAA Administrator. Due October 31, 2009

- Support relevant worldwide civil/military aviation security and crisis management venues with the FAA's position regarding the need for effective ATM security initiatives and procedures within State and regional ATM modernization programs. - This is an ATO activity.

10I.61A3 - Core Activity: Strengthen Air Domain Worldwide Crisis Management  
Owner: PAUL BARTKO, AJR-22 (202-267-7382)

Participate in worldwide crisis management venues to ensure ATM security issues are properly addressed for crisis activities such as disaster relief, reconstitution following terror attacks, and containment of pandemic diseases.

**Target 1:** Participate in ICAO Regional Aviation Medicine Team meetings addressing issues regarding Cooperative Arrangements for Preventing the Spread of Communicable Diseases Through Air Travel (CAPSCA). Brief internal FAA management on accomplishments and issues within 30 days of meetings. Due September 30, 2010



## **5. Improve global interoperability and advance future technologies and procedures.**

Maintaining and improving safety in an increasingly complex global aviation system requires a proactive and innovative approach to improving interoperability and operational efficiency, as well as advancing future capabilities. Our ultimate goal is seamless operations across as many boundaries as possible. Harmonization and cooperation is essential on air traffic flow management, safety, and environmental issues as is collaboration on research and development programs that can advance capabilities crucial to future air traffic systems.

➤ **Objective:** Use ICAO as a platform to promote NextGen performance-based systems and align with other future air transportation systems such as SESAR.

- Prioritize participation in ICAO's global and regional forums to conduct outreach on NextGen. **Angela/JPDO activity**

10I2L2 - Update and enhance the JPDO NextGen International Strategy: Owner: Dan Smiley 202-385-8912

Update and enhance the Joint Planning and Development Office (JPDO) NextGen International Strategy

**Target 1:** Ensure Senior Representatives are briefed on final strategy and are prepared to promote with global partners. Due September 30, 2010

- Analyze differences and gaps between ICAO's Global Plan initiatives and NextGen's operational improvements. **Angela/JPDO activity**

10I2L2 - Update and enhance the JPDO NextGen International Strategy: Owner: Dan Smiley 202-385-8912

Update and enhance the Joint Planning and Development Office (JPDO) NextGen International Strategy

**Target 1:** Ensure Senior Representatives are briefed on final strategy and are prepared to promote with global partners. Due September 30, 2010

- Support development of planning tools to improve coordination between HQ and its Regional Offices.

**(NO ACTIVITY IN THE FY10 BUSINESS PLAN)**

- **Objective:** Use ICAO as a platform to ensure standardized and mutually agreed upon aviation policy by member states.
- Lead work on ICAO's Committee on Environmental Protection and the Group on International Aviation and Climate Change to ensure environmental concerns are addressed effectively while ensuring consistency and fairness.

**AEE activity**

10I2F1 - Noise and Emissions Standards and Recommended Practices:  
Owner: KURT EDWARDS, AEE-5 (202-267-3281)

Work with Committee on Aviation Environmental Protection (CAEP) members and other international partners to address interdependencies between aircraft noise and gaseous emissions, and between various emissions, and to address the cost-effectiveness and cost-benefit of various actions to mitigate aviation environmental impacts.

**Target 1:** Successfully accomplish majority of U.S. positions for CAEP/8 meeting and agree on CAEP/9 (2010-2012) work program. Due March 31, 2010

**Target 2:** Secure annual contribution of Transport Canada to help fund Partnership for AIR Transportation Noise and Emissions Reduction (PARTNER) Center of Excellence (COE) research. Due April 30, 2010

**Target 3:** Successfully accomplish majority of US positions for alternative fuels at ICAO Alternative Fuels Conference. Nov 30, 2009

- Lead work on ICAO's Air Navigation Services Economics Panel and Airports Economics Panel to ensure fair and consistent economic policies are adopted by member states related to, among other things, aviation fees and charges.

**(NO ACTIVITY IN THE FY10 BUSINESS PLAN) - APO activity**

**6. Increase awareness of methods to minimize aviation's impact on the environment.**

We are committed to improving aviation's environmental performance. Consistent with NextGen, our objective is to achieve environmental protection that allows sustained aviation growth. We work with air navigation service providers, governments, airlines, and aviation manufacturing to develop better scientific understanding of environmental performance interdependencies and impacts, to accelerate more efficient ATM operational procedures, to hasten the uptake of promising improvements in environmental aircraft technologies, and to advance renewable alternative fuels for aviation. While market-based measures may be useful in addressing certain aviation environmental impacts, we respect the prerogative of states to adopt appropriate measures for their circumstances.

- **Objective:** Promote U.S. environmental best practices and policies at ICAO to influence development of global environmental standards, goals, targets, and metrics.
- Lead U.S. participation in ICAO's Committee on Aviation Environmental Protection (CAEP) and play a leading role within CAEP.

**(NO ACTIVITY IN THE FY10 BUSINESS PLAN)**

- Promote the development of a global framework of fuel efficiency goals and measures to help countries meet the goals by participating in the ICAO GIACC process.

**(NO ACTIVITY IN THE FY10 BUSINESS PLAN)**

**7. Share FAA best practices to mentor and influence aviation leaders and enhance foreign aviation expertise.**

Our contribution to the growth of leadership skills in foreign aviation professionals is an integral component of developing civil aviation organizations worldwide. We are committed to investing in people who will drive aviation safety and efficiency improvement within their aviation authorities.

- **Objective:** Develop global training methodologies in concert with ICAO and industry stakeholders to train the next generation of aviation professionals.
- Encourage U.S. participation in international training programs.

**(NO ACTIVITY IN THE FY10 BUSINESS PLAN) - API-10 Ops/Regions**

- Establish U.S. role in ICAO's 2010 training symposium.

10I.31A13 - Core Activity: International Training Secretariat  
Owner: CASSANDRDA JORDAN, API-10 (202-385-8868)

The API International Training Secretariat will work with the FAA Academy to promote international training opportunities in FY 2010.

**Target 1:** Work with the Academy to hold a forum to discuss global training opportunities in FY 2010. Due September 30, 2010

**Target 2:** Highlight the FAA Academy's capabilities across lines of business. Due September 30, 2010

- **Objective:** Install qualified U.S. citizens in critical positions at ICAO and in the U.S. Mission to effectively influence the direction of ICAO.
- Identify and recruit qualified U.S. candidates for strategic positions within the Secretariat, regional offices, and executive positions (Secretary General and Council President).

**(NO ACTIVITY IN THE FY10 BUSINESS PLAN)**

- Ensure agency support for the continuity of operations during the rotations of the U.S. Ambassador and Air Navigation Commissioner.

**10I.39A25 - Core Activity: FAA-ICAO Relationship**

**Owner:** CHRISTOPHER LORING API-10 (202-385-8870), STEVE CREAMER API 10 (514-954-8305)

Increase relationship between FAA and ICAO by working through API ICAO desk officer and Steve Creamer, Commissioner at the U.S. Mission to ICAO.

**Target 1:** Monitor, coordinate, and influence ICAO processes and decisions affecting US aviation interests. Report out to the appropriate stakeholders as needed and present feedback to U.S. Mission. Due September 30, 2010

- Identify and recruit qualified U.S. technical candidates for secondment to ICAO.

**10I.14A48 - Core Activity: ICAO Fellowship Program**

**Owner:** MICHELLE WESTOVER, API-10 (202-385-8870)

Review ICAO Fellowship Program policy.

**Target 1:** Identify Fellowship positions in coordination with ICAO and solicit qualified FAA candidates for placement. Due September 30, 2010

## **8. Promote U.S. Commercial Space Transportation Regulations.**

As more countries become interested in the commercial operation of space transportation, the FAA can provide information on how the U.S. regulates commercial space transportation vehicles and spaceports. Some countries today are privatizing government operations in space for expendable launch vehicles while others are interested in building or attracting new space transportation vehicles through the development of spaceports or other incentives. In each case, governments will develop new regulatory structures.

In the future, the FAA envisions commercially operated space vehicles that carry people will grow beyond suborbital flights in individual nations and into point-to-point regional and intercontinental travel that will require coordination between nations on safety. Orbital space flights by commercial operators are also possible and may need similar coordination. By establishing a foundation today, safety regulations in the future will proceed more smoothly.

There are technology transfer limitations in space transportation that will limit the level of FAA cooperation with other nations including International Traffic in Arms Regulations (ITAR). In addition, under Congressional direction, the FAA plans to phase in certain regulations on the human space flight industry as the industry grows and matures. At this time it is too early to seek adoption of international standards in human space flight safety.

- **Objective:** Promote FAA Office of Commercial Space Transportation (AST) regulations worldwide through outreach in order to build a common understanding to prepare for future interconnected global space transportation and growth of commercial space transportation.
- Distribute promotional materials to other countries through FAA senior representatives;
- Attend conferences, air and space shows, and international forums;
- Participate in the United Nations Committee on Peaceful Uses of Outer Space;
- Develop regulatory workshops;
- Conduct bilateral discussions with interested countries;
- Identify countries with emerging commercial space transportation interests;
- Identify future international issues such as space and air traffic integration;
- Evaluate with API other areas and methods of outreach: **All countries, all regions.**

## **Conclusion**

The greatest benefits of a strategic plan of action for FAA international priorities are in the areas of resource planning and organizational collaboration. It is the intention that this document encourages global aviation interests to quantify and qualify the type of assistance needed with the understanding that their requests will become part of an annual assessment of priorities.

We welcome your comments and recommendations.